

1810Z 17 FEB 66

S E C R E T

2	10
3	11
4	12
5	13
6	14
7	15
8	16
IMMEDIATE	

DIRECTOR

25X1A

372

OP-1-10

TOR 1627Z 17 FEB 66

IN 88691

25X1A

25X1A

IMMEDIATE

CITE

25X1A

25X1A

1. SUPPLEMENTARY REPORT FROM 372 ACCIDENT SCENE. AIRCRAFT APPROACHED [REDACTED] DOWNWIND FROM NORTH TO SOUTH IN AN ATTEMPTED FLAME OUT LANDING. UNOFFICIAL SURFACE WIND REPORT WAS NORTH 15 TO 18 KNOTS. ONE WITNESS THOUGHT AIRCRAFT TOUCHED DOWN IN LAST 200 FEET OF RUNWAY AND THEN PULLED UP STRAIGHT AHEAD OVER A RICE FIELD, CLIPPED A LIGHT OR TELEPHONE WIRE, VEERED SLIGHTLY LEFT, LEFT WIND THEN STRUCK [REDACTED] 25X1A HOUSING VILLAGE BRICK WALL SHEERING LEFT WING, MAIN PORTION OF FUSELAGE WITH RIGHT WING STRUCK SECOND BUILDING (SAME VILLAGE) AND CAME TO REST WITH NOSE PROTRUDING FROM FAR SIDE OF BUILDING. AIRCRAFT FUSELAGE IS ALMOST ENTIRELY COVERED WITH DEBRIS FROM HOUSE. FUSELAGE IS GENERALLY INTACT WITH NOSE SECTION BADLY DAMAGED FROM IMPACT. PHOTOGRAPHS TAKEN OF ENTIRE AREA.

2. WILL RETURN TO ACCIDENT SCENE EARLY MORNING 18 FEB WITH THE FOLLOWING ACTIONS PLANNED OR CONTEMPLATED:

S E C R E T

GROUP 2
EXCLUDED FROM AUTO-
MATIC DOWNGRADING
AND DECLASSIFICATION


S E C R E T

25X1A




IN 88691


PAGE 2

A. DEBRIS WILL BE REMOVED FROM AIRCRAFT TO ENABLE PLACING
FUSELAGE ON FLAT BED AND BRINGING TO  UNDER COVER. 25X1A

B. FUEL, OIL, OXYGEN, AND HYDRAULIC FLUID SAMPLES
WILL BE TAKEN FROM AIRCRAFT IF POSSIBLE.

25X1A

C. IN VIEW OF INITIAL ENGINE PROBLEM I INTEND TO SALVAGE
ONLY THE FUSELAGE SECTION AND ALL CLASSIFIED EQUIPMENT AND HAVE
 DESTROY REMAINING DEBRIS.

3. SINCE AIRCRAFT IS RESTING IN  AND THE 25X1A
INHABITANTS REMOVED, I INTEND TO COMPLETE THE ABOVE ACTIONS
AS QUICKLY AS POSSIBLE TO PERMIT RESTORATION OF NORMALCY IN THE
AREA AND NOT WAIT FOR ACCIDENT TEAM TO ARRIVE. ALL RELEVANT
EVIDENCE WILL BE RECORDED AND PRESERVED.

END OF MESSAGE

S E C R E T